

Web Site: Information on Eastern Region Airports Division activities can be obtained from our web site: www.faa.gov/arp/aea. This site includes information on regional contacts, the Hershey Airports Conference, the Division's Newsletters and Annual Reports, Organizational Charts, Environmental Forms, and much more. Additions for FY 2001 will include approved modification of standards and a listing of individuals familiar with the Eastern Region Laboratory Procedures Manual.

Automation Capabilities-the Eastern Region Airports Division has the following:

- NPIAS-for each airport, this program identifies development needs, activity forecasts, vital statistics and airport role.
- DAFIS/DMS-Facilitates accounting, obligation and payment of AIP funds.
- PFC Program-Accounts for PFC approvals and collections.
- Runway Safety Program-database outlines the dimensions of the safety area and identifies objects within those areas.
- Environmental Database Program-this program tracks projects for each division, including Airports, Air Traffic, Flight Procedures and Airway Facilities.
- Modification of Standards database records approved MOS by airport.

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FY 2000 Annual Report



"Committed to maintaining a safe and efficient system of airports"

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MESSAGE FROM THE DIVISION MANAGER

It is with pleasure that I offer the Annual Report for the Eastern Region Airports Division for FY 2000. This report outlines the accomplishments of the 47 employees of the division and of our many valued customers in the support of a safe and accessible airport system. Although the challenges of airport development are often very significant, we accept this important responsibility and are fortunate to be aided by such committed aviation partners.

The pages that follow provide a glimpse at the broad canvas upon which we painted our landscape for the just completed fiscal year. They depict accomplishments in runway safety area determinations, limiting runway incursions, advancements in environmental review and inventory and our continuing desire to teach and to learn from our customers. The report also summarizes our long-standing support for financing the improvements needed to ensure a safe and accessible airport system.

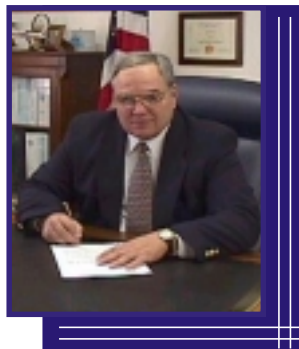
In FY 2000, new employees joined us in the Beckley, Harrisburg and New York Field Offices as well as in the Regional Office. In addition, the new employees hired in the previous two years provided significant contributions to our mission. We are pleased with the mix of skills, knowledge and viewpoints represented by our staff.

The landscape for FY 2001 is even larger and richer by including the challenges of a higher authorization level for APP, an entitlement program for non-primary airports, and an increase in PJC levels (\$3 to \$4.50). These, along with the continuing need to address safety projects, consider environmental needs in decision making, accommodate the needs of satellite navigation and plan for capacity improvements at our international airports, will require the energy and imagination of us all.

Sincerely,

Robert B. Mundy

Division Manager



MISSION STATEMENT

Our mission is to provide leadership in the planning and development of a safe and efficient national system of airports to meet the transportation needs of the United States. In doing this, we consider environmental compatibility, local proprietary rights, and the safeguarding of the public investment.

RECOGNITION

- Benedum Airport, Clarksburg, West Virginia was named a recipient of the 2000 Milton Caniff Spirit of Flight Award from the National Aviation Hall of Fame for outstanding aviation achievements. The airport was recognized as a model airport for rural areas, demonstrating a positive image of growth and development.
- The Wilkes Barre-Scranton International Airport received the "No Build Award" from the Virginia Chapter of the American Institute of Architects for blending the design of its new terminal into the surrounding environment. The award was presented in October 2000.
- The FAA Airports Division provided a Certificate of Appreciation to the Philadelphia International Airport, Oscar Sanchez (FAA), New York Flight Procedures Office (FAA), Tom Cahill (FAA Air Traffic), Chuck Boschen (Consultant) and Pat Quigley (Consultant) for their work in the development of Runway 8-26 in Philadelphia.
- The Susquehanna Area Regional Airport Authority (SARAA) was recognized at the March 2000 Hershey Conference for its creativity and thoroughness in master planning for the Harrisburg International and Capital City Airports.
- The Hagerstown Regional Airport - Richard A. Henson Field, received the Maryland Airport of the Year award at the June 2000 Maryland Aviation Summit Conference.

OUTREACH ACTIVITIES

Annual Airports Conference-the 23rd annual FAA/Penn State Airports Conference was held March 7-9, 2000 at the Hershey Lodge and Convention Center, Hershey, Pennsylvania. The conference included over 600 attendees and 32 exhibitors. Sessions were held in the areas of Airport Engineering, Safety and Lighting, Airport Management, and Airport Planning/Finance/Environment, and a workshop was conducted on the Eastern Region Lab Manual.

Chat Sessions were conducted with primary airports in Pennsylvania (October 1999) and with airports in West Virginia (July 2000). Topics included ACIP development, airport financing and environmental reviews.

Interagency Coordination-the Airports Division has worked closely with the Federal Highway Administration, Federal Transit Administration and Metropolitan Planning Organizations on airport access projects at Reagan-Washington National, Washington Dulles International, Baltimore/Washington International, Pittsburgh International and Erie International Airports.

International-Washington ADO staff assisted headquarters staff in hosting airport tours for visiting foreign aviation delegations.

The Eastern Region Airports Division and the Headquarters Community and Environmental Needs Division co-hosted a **National Land Issues Conference** in Alexandria, Virginia in November 1999. The conference provided meaningful dialogue on land acquisition and relocation policy and was attended by 165 people.

State Aviation Conferences-In CY 2000, Division representatives participated in State Aviation Conferences in Maryland, New York, Pennsylvania, Virginia and West Virginia. Presentations were given on the status of the Airport Improvement Program, environmental requirements, state and federal funding plans, compliance and safety/standards issues.

- Newark, NJ - Relocation of Building 51, "the old terminal building" from inside a Runway Protection Zone to another area of the airport where it is to be part of the Port Authority of NY/NJ administrative complex.
- BWI, MD - Comprehensive 5 year Environmental Assessment (EA) for Capital Improvement Plan (CIP) projects. Extensive agency coordination was conducted to address wetland impacts, wildlife hazards concerns, and air quality. FAA Issued an air quality conformity determination.

Environmental Forms - In FY 1999 we developed Environmental Evaluation Forms (A, B and C) designed to facilitate the review of less controversial or complex projects, while fully addressing environmental requirements. In FY 2000, Forms A and B were used as the basis for categorical exclusions of over 200 development projects.

Future-Headquarters is preparing a substantial revision to FAA Order 1050.1D, which is expected to be completed in 2001. This revision will require that we update our Forms A, B and C. Information regarding the revised forms, and copies of the forms, can be found on our website (www.faa.gov/arp/aea).

Future-The environmental and planning staff will continue to work together to integrate planning and environmental processes. This will include an emphasis on preparing airport-wide environmental inventories as part of planning. These inventories are completed or underway at Harrisburg, Erie, Philadelphia, Reading and University Park Airports. They are intended to provide baseline material for an environmental resource area for future proposals requiring environmental review.

FY 2001 ACTIVITIES

- Completion of the Airports Division Global Positioning System (GPS) Implementation Policy whereby airport infrastructure is made consistent with the new satellite navigation approach procedures.
- Continued staffing of the Regional and Field Offices to meet staffing standards.
- Completion of the ALP and EAs for Pittsburgh International and Dulles International Airports.
- Development of a regional file of electronic ALPs.
- Completion of the Airports Division 5-year investment plan.
- Funding of 15% of RSA enhancements identified in the RSA determinations.
- Closing of grants four years or older and those for which no payments have been requested for 18 months where possible.
- Reduce PFC processing time through commitment of additional resources.
- Increased use of environmental inventories and ALP EAs to facilitate environmental findings.

VISION STATEMENT

To create and sustain a model work environment where the energy and creativity of each employee is nurtured and valued.

To support teamwork and resource sharing where the unique talents of many individuals can be combined to address complex and comprehensive problems.

To be recognized as a skilled technical organization that provides timely solutions and is readily accessible to its customers.

To support development that enhances the safety, accessibility and utility of airports and the national airspace system, and is done in an environmentally responsible manner.

To be supportive of our partners in airport development and open to creative solutions and methodologies.

To encourage public participation in the airport planning and development process.

ORGANIZATION

It is the policy of the Eastern Region Airports Division to employ the best aviation professionals and to encourage their continued development through challenging and varied assignments. Our personnel often participate in national committees and work groups, including those that developed the National Priority System for Airport Improvement Program (AIP) projects, updated the AIP Handbook, prepared contingencies for Y2K, hosted foreign aviation dignitaries and prepared the System Planning Course. Our culture encourages the use of teams to find solutions to the numerous unique and complex problems that we face daily.

The staff includes professionals in airport certification, airport operations, airspace analysis, aviation and regional planning, airport operations, airport design, economic analysis, environmental science, financial management and project management. Our team has twenty-two employees in the regional office and twenty-five employees in the district/field offices.

Eastern Region—Airports

Type	DE	MD	NJ	NY	PA	VA	WV	Total
Private Use	15	122	70	226	388	211	29	1061
Public Use	10	34	50	151	136	68	40	489
Total	25	156	120	377	524	279	69	1550
NPIAS	5	24	35	95	71	54	24	308
Part 139	1	3	5	25	17	10	7	68

The Region is unique in its high percentage of private airports, 36 of which are in the National Plan of Integrated Airport System (NPIAS), and eligible for AIP funding. These airports serve a valuable capacity and access function in the metropolitan areas and are highly valued by the FAA.

The Region also contains 4 airports that experience among the highest delays in the nation. In terms of average delay per aircraft operation, LaGuardia leads at 11.96 minutes, followed by Newark (10.39 minutes), Philadelphia (9.86 minutes) and Kennedy (7.59 minutes).

In FY 2000, the following were accomplished:

- Sixty-eight airports were inspected to ensure compliance with Federal Aviation Regulations, Part 139.
- A FAR Part 139 seminar was conducted for the Port Authority of NY/NJ to assist the authority in developing its training programs.
- FAA financial assistance was provided to six airports for the conduct of wildlife hazard management studies.
- Twenty requests for our approval of Modifications of Airport Design or Construction Standards (MOS) were received and fourteen were approved.
- The Division managed 290 airspace cases for construction on airports and for the establishment of new airports, heliports, and seaplane bases. In addition, the Division reviewed over 3000 airspace evaluations for construction near airports and approximately 175 cases for Airway Facilities Division equipment installation.

RUNWAY SAFETY AREAS

Runway Safety Area (RSA) Determinations have been completed for each runway (149) at the 68 FAR Part 139 airports in the region. In addition, thirteen determinations were made for non-Part 139 airports. These determinations established safety area condition and recommended improvements. RSAs were classified as those that meet standards, those that can be improved to meet standards, those that can be enhanced but will not meet standards and those that cannot be improved. Safety area improvements are expected to be an emphasis area in the 5 year Airports Capital Improvement Plan (ACIP). Approximately 5% of our AIP in FY 2000 was dedicated to RSA projects. It is our goal to address all practical RSA improvements by the end of CY 2007.

RUNWAY INCURSIONS

In FY 2000, the Airports Division participated in Runway Incursion Action Teams at New York Kennedy, Teterboro, Farmingdale (NY), Washington Dulles, Reagan-Washington National, Richmond International and Pittsburgh International Airports. The airport sponsors are addressing our recommendations, including making improvements to pavement marking and lighting. The Division also conducted thirty-four classes for over 1200 Port Authority of NY/NJ employees in movement area vehicle training.

SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEMS (SMGCS)

The purpose of SMGCS plans is to enhance airport operational capacity and the safety of taxiing operations in low visibility conditions. These plans are developed in cooperation with Flight Standards and Air Traffic Divisions and with the airport sponsor and the aviation community. The SMGCS plan for Baltimore-Washington International was approved, and plans for New York Kennedy, Newark, Philadelphia, Stewart, Washington Reagan National and Washington Dulles International Airports are currently under review.

Aviation System Planning

In FY 2000, the region provided financial assistance for state aviation planning studies in New Jersey, New York, Pennsylvania and Virginia, and regional aviation planning studies in Philadelphia and in the Genesee Finger Lakes Region (NY). Notable system planning projects that are currently underway include: updates of the Pennsylvania and West Virginia Aviation Systems Plans, updates of the Philadelphia Regional Aviation System Plan, the conduct of safety area inventories in New Jersey, New York and Pennsylvania, an Air Service Study in West Virginia and Pavement Management Studies in Maryland and Pennsylvania.

Satellite Navigation

The Eastern Region Airports Division is working with the Airway Facilities, Air Traffic, Flight Procedures and Flight Standards Divisions to address the impact of proposed new satellite approach procedures to airport facilities. Some of these procedures are expected to reduce approach minima to the extent that Runway Protection Zones, Runway Safety Areas and other Airport Design Standards would become larger. In anticipation of these changes, the Airports Division is identifying future financial, airspace, Airport Layout Plan (ALP) and environmental needs.

West Virginia Regional Airport The West Virginia Public Port Authority (WVPPA) has completed the site selection process for a proposed new air carrier airport to serve the southwestern region of West Virginia. A draft master plan and ALP for the selected site has been submitted for our review. We have also asked the WVPPA to address the issue of consolidation of airline service into this single facility. A final decision has not been made as to whether or not to build this facility.

Capacity

The airport sponsor and the local air traffic office hold quarterly capacity meetings (CETF) for each of the region's large hub airports (eg. BWI, DCA, EWR, IAD, JFK, LGA, PHL, and PIT). A representative of the Airports Division attends these meetings when there are airport-related issues. Our active involvement in the CY 2001 CETFs at the Philadelphia International Airport is expected due to the initiation of a major master plan update, and a Part 150 Noise Compatibility Study. A Capacity Enhancement Plan is being undertaken at BWI. Airports Division co-chairs this effort, which focuses on airfield capacity.

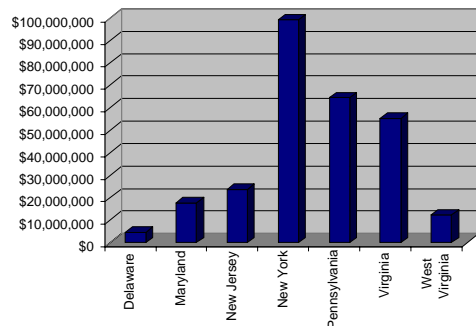
In FY 2000 we accomplished the following:

Noise Exposure Grants-Issued 15 grants using \$13,210,879 of AIP money to reduce the impact of aviation noise adjacent to airports.

Part 150 Studies-AIP funds were provided for Part 150 Noise Compatibility Studies at the Reagan-Washington National and Buffalo International Airports. **Environmental Findings**-Our accomplishments included 36 Findings of No Significant Impact (FONSI) and 6 FONSI/Record or Decision (RODs) including ten for terminal projects and four for runway extensions. Federal environmental findings were made for the following controversial or complex projects:

Display 3: AIP by State

Delaware	\$4,707,977
Maryland	\$17,797,818
New Jersey	\$23,682,570
New York	\$99,145,654
Pennsylvania	\$64,574,299
Virginia	\$55,399,334
West Virginia	\$12,282,241



FY 2000 was the eighth year of the New Jersey participation in the state block grant program and the third year of the Pennsylvania participation in the program. New Jersey committed \$5,594,359 in FY 2000 state apportionment and \$3,275,000 in FY 2000 discretionary money to eligible NPIAS airports. In Pennsylvania, the state apportionment amount was \$10,139,371 and the discretionary amount was \$2,795,683.

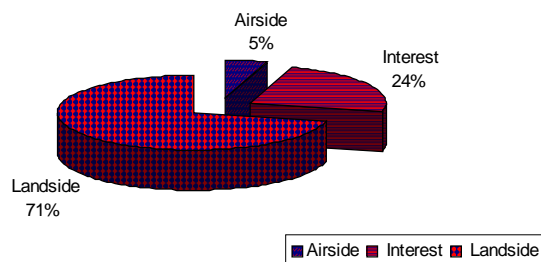
PASSENGER FACILITY CHARGE PROGRAM

Passenger Facility Charges (PFC) are making a significant contribution to airport development nationwide. Estimated collections for CY 2000 were \$1,542,000,000, of which \$266,682,000 (17.3%) was for Eastern Region airports.

In the Eastern Region, 49 of the 60 commercial service airports collect PFC. In this fiscal year, we approved first time collection for the Trenton-Mercer Airport (N.J.). In total 8 new applications were approved. The display below shows that most of the funds were for landside projects, including terminals and surface vehicle access. The use of PFC moneys for new terminal construction projects was approved for Trenton Mercer, Wilkes Barre/Scranton International (PA) and Reagan-Washington National Airports. Terminal expansion was approved for Harrisburg International (PA) and Charleston Yeager (WV) airports.

Display 4: PFC by Project Type

On April 5, 2000 the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (Air21) was signed into law. The Act enables a public agency to apply to the FAA to increase the PFC level that it may charge to \$4.00 or \$4.50. Additional information on the PFC changes resulting from Air21 can be found in the Federal Register of May 30, 2000.



AIRPORT COMPLIANCE PROGRAM

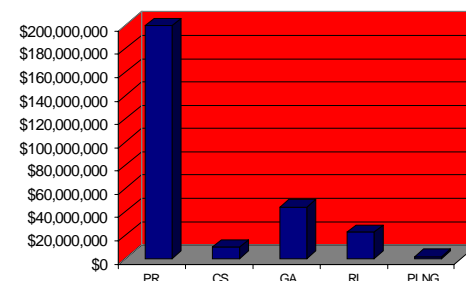
The program monitors and investigates airport sponsor compliance with the federal grant assurances. In FY 2000, we managed over sixty informal and formal compliance cases, including exclusive rights, discriminatory practices, leases, minimum standards, revenue diversion, and rates and charges issues. In addition, compliance training was provided for the Port Authority of NY/NJ (September 2000), and at the Hershey Airports Conference (March 2000) and the Virginia Aviation Conference (August 2000).

AIRPORT IMPROVEMENT PROGRAM

In FY 2000 the region approved 202 projects totaling \$277,589,893 in AIP funds. A total of \$133,189,389.60 was in formula moneys (state apportionment, primary airport passenger entitlement, cargo entitlement) and \$144,400,523.40 in discretionary funds. Display 1 shows the distribution of grant money by airport type, Display 2 the distribution by project purpose and Display 3 the distribution by state.

Display 1: AIP by Airport Type

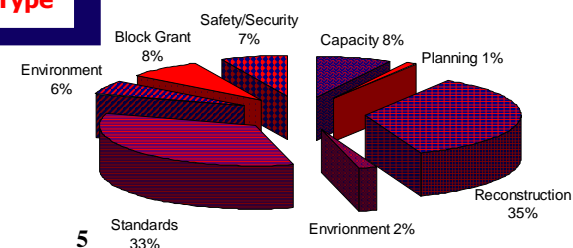
\$199,684,940	Primary Airports
9,778,895	Comm. Service
43,904,962	General Aviation
22,407,022	Reliever Airports
1,814,074	Planning



In FY 2000, we assisted in the acquisition of Westport Airport, NY, approved the transfer of the Pittsburgh International Airport to the Allegheny County Airport Authority and completed the Letter of Intent Projects at Washington Dulles International. In addition, AIP-supported fire training facilities at the Norfolk and Pittsburgh airports were completed, as was Runway 8-26 at the Philadelphia International Airport, and major master plans for Buffalo and Harrisburg.

With the help of our airport partners, a total of 398 AIP grants were closed out in FY 2000. This represents over 75% closure of the existing 4 year or older grants. A total of \$13,230,456.32 in recovered moneys was realized. These moneys helped to fund a number of important projects, including the new deicing facility at the Philadelphia International Airport, the Pittsburgh International Command and Control Center, Buffalo International Part 150 Study and Environmental Impact Statement (EIS), the Stafford (VA) Runway, and Runway Safety Area Studies for LaGuardia, Kennedy, and Newark.

Display 2: AIP by Project Type



Eastern Region Primary and Reliever Airports

Large Hubs

Baltimore Washington International (BWI)
Dulles International (IAD)
John F. Kennedy International (JFK)
LaGuardia (LGA)
Newark International (EWR)
Philadelphia International (PHL)
Pittsburgh International (PIT)
Ronald Reagan Washington National (DCA)

Small Hubs

Allentown Bethlehem (ABE)
Atlantic City International (ACY)
Albany International (ALB)
Buffalo-Niagara International (BUF)*
Harrisburg International Airport (MDT)
Long Island/MacArthur (ISP)
Norfolk International (ORF)
Richmond International (RIC)
Roanoke Regional (ROA)
Greater Rochester International (ROC)
Stewart International (SWF)**
Syracuse Hancock International (SYR)
Westchester County (HPN)

*As of 2001 BUF is considered a medium hub airport

**AS of 2001 SWF is considered a non-hub airport

